VFR FLYWAY

VFR TERMINAL AREA CHART
SAN DIEGO

SAN DIEGO

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways

Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway indicates location of airport beacon (CG, MP, VOR-DME, DME or VORTAC) location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Heliport Selected | Unverified | Abandoned - paved having landmark value, 3000 ft. or greater | Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Lack of tick marks indicates fuel unavailability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 91 Special Air Traffic Rules & Airport Traffic Patterns. Runways with CT - 118.3 • GIBBS ATIS 123.8 Operational Control Tower (see Chart Supplement).

• PPR Special Procedures in effect (see Supplement).

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

• - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

ⓒ - Indicates Common Traffic Advisory Frequency (CTAF)

ⓒ - Indicates Canadian

ATIS 123.8 - Automatic Terminal Information Service

AWOS 135.2 - Automatic Flight Information Service (AFIS)

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems shown where full-time ATIS not available. Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS or ASOS/AWOS is not available or other than primary CT frequency.

2500 – Elevation is field

L - Lighting in operation Sunset to Sunrise

H - Lighting limitations exist, refer to Supplement.

72 - Length of longest runway in hundreds of feet; 72 indicates 7200 feet.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

Class B Airspace

Class B Airspace (Mode C - see FAR 91.215(b)(6).)

Class C Airspace

Class C Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (dc) Airspace

CLASS E

Class E Airspace with floor 700 ft. above surface that laterally abuts Class B Airspace or higher Class E Airspace.

Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace.

2400 MSL / 4500 MSL

Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated. Examples: Class E Airspace low altitude Federal Airways and RNAV Q Routes are indicated by center line and shaded boundaries. Class E Airspace facilities which establish intersection.

132° / 18 NM

Total mileage (inbound/outbound) of a VOR Airway segment.

319 / 319 | 59.93

(Helicopter Only) | RNAV Waypoint

Prohibited, Restricted, and Warning Areas

*Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C, and D airspace, or Class E airport surface areas.

Special Airport Traffic Area (SATA) - Military Airport with National Defense Airspace

Temporary Flight Restriction (TFR)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215(b))

Terminal Radar Service Area (TRSA)

VFR Military Training Route

IFR Departure Route

IFR Arrival Route

IFR Arrival/Departure Route

COMMUNICATION BOXES

122.8

OAKDALE

382.9 | 118.0 OAK

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status; Asterisk indicates continuous or On-Request.

ASOS/AWOS

Weather Camera

122.1R

FSS radio providing voice communication

MRAB

123.8

HOMER HOM

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

Frequencies above this line box are remoted to FSS. Pilot Radio Relay (PRR) or telephone voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)

VOR-DME | DME

VORTAC | Other facilities, i.e., FSS Outlet, ASOS, etc.

Non-Directional Radio Beacon (NDB)

NDB - DME

OBSTRUCTIONS

(may be lit or unlit)

1000 ft and higher AGL

Above 200 ft & above 1000 ft AGL (above 200 ft AGL in urban area)

Wind Turbine | Group Obstruction | Wind Turbine Farm

2284 (AD)

Elevation of the top above mean sea level

Height above ground; elevation unverified

20499 (1149) | UC

Obstruction with high-intensity lights; may operate part-time

NOTAD: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement)

G - Glider Operations

H - Hang Glider Activity

U - Ultralight Activity

P - Parachute Activity

Parachute Jumping Area (See Supplement.)

STADIUM Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)

Marine Light

Space Launch Activity Area

Isogonic Line (2025 VALUE)

VPXYZ

VFR Waypoints

NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line | Obstructed Pass

Aerial Cable | 1182 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Mountainous terrain obstacles may exist within and near mountain passes.

Unsurveyed Tower | 318 (Elevation Base of Tower)

SAN DIEGO TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**

TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information.

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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NGA REF. NO. VFRTASANDIEGO

EDITION 26078

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REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/vfrcharts prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

For weather camera information visit https://weathercams.faa.gov

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CONTROL TOWER FREQUENCIES ON SAN DIEGO TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown in the face of the chart (mt arrival) VHF/UHF frequencies. All ATIS broadcasts identify the airport. Some ATIS broadcasts are limited to Instrument Approach hours may differ from tower operational hours.

AUR and/or FAR indicate Radar Instrument Approach available.

"NON-FR" indicates Monday through Friday.

CUT indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BROWN FLD MUNI	0600-2100	126.25 233.4	118.4	132.55	
CAMP PENDLETON MCAS (MAIN) FIZS	0800-2400 MON-THU 0600-1700 FRI CUSD HOL	128.775 340.2	134.875 360.2	280.45	ASR/PAR
GILLESPIE FIZ	0700-2100	120.7 297.8	121.7	123.45	
IMPERIAL BEACH NOLF (REAM FIZ)	0800-2230 MON-THU 0800-2100 FRI 0800-1800 FRI CUSD 1900 FROM TIL 0600 JOINT HOL	120.65 239.25	269.575	379.2	
MC CLELLAN-PALOMAR	0700-2200	118.6 274.4	121.8	120.15	
MIRAMAR MCAS (ACE FOSS) FIZS	0700-2400 MON-FRI 0800-1800 SAT 1400-1800 SUN CUSD HOL	135.2 299.925	128.625 307.325	312.475 350.0	ASR/PAR
MONTGOMERY-GIBBS EXEC	0600-2100	119.2 (EXC RWY 28R 118.225 (RWY 28R) 120.7 (RWY 28R) 0900-1800) 0000-0800)		126.9	
NORTH ISLAND NAS (HALSEY FLD)	0430 MON 2200 FRI CUSD 1000 SAT 1200 SUN 1600 FROM TO CUSD 1800 RVWD, RTD HOL	135.1 336.4	118.0 340.675	317.8	ASR/PAR
RAMONA	0630-2000	119.875	121.65	122.025	
SAN DIEGO INTL	CONTINUOUS	118.3 338.225	123.9	134.8	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
SAN DIEGO CLASS B	123.8 269.1 (SOP-0617 14,000 & BLW) 124.35 279.625 (0617-1097 14,000 & BLW) 125.1 346.1 (1097-2359 14,000 & BLW) 119.6 343.1 (2231-2707 17,000 & BLW) 127.3 333.0 (2141-3327 BLW 7000) 128.2 346.2 (3327-2231 BLW 7000) 127.3 333.0 (2231-2359 BLW 7000) 132.2 269.1 (2359-0288 7000-11,000)	CONTINUOUS
CAMP PENDLETON MCAS (AUXIN FIZS	127.3 333.0	CONTINUOUS
IMPERIAL BEACH NOLF (REAM FIZS	125.15 317.55	CONTINUOUS

SPECIAL USE AIRSPACE ON SAN DIEGO TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "To" is inclusive and means "To and including." FL = Flight Level
NO A/G = No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
‡ Other times by NOTAM. Additional Areas including FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U. S. PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2501 A	SFC-3500	0600-2400†	LOS ANGELES CNTR	135.65
R-2503 B	SFC-13,000	0600-2400†	LOS ANGELES CNTR	123.65
R-2502 C	13,000 TO FL 370	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	LOS ANGELES CNTR	123.65
R-2503 D	3000 TO 11,000	0600-2400† INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	SOCAL TRACON	124.1 127.3
W-291 E	SFC-FL 800	INTERMITTENT BY NOTAM	LOS ANGELES CNTR	133.15 E. OF 120 W.

SAN DIEGO CLASS B AIRSPACE

See back of this chart for procedural information within the San Diego Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 - - - Ceiling in hundreds of feet MSL.

30 - - - Floor in hundreds of feet MSL

GROUND ELEVATIONS IN FEET 6710 7000 5000 3000 2000 1000 Sea Level CONTOUR INTERVAL 500

Entire area of this chart is within the Pacific Standard Time Zone (+ 8 DT) = UTC

Lambert Conformal Conic Projection Standard Parallels 33° and 45° Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ★ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).

The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is the highest obstacle, available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

NOTE: Limited chart information provided outside of U.S. airspace. Refer to DoD (NGA) or foreign charts and flight information publications outside U.S. airspace.

NOTE: Airports outside the U.S. Flight Information Region (FIR) are shown with the standard ○ symbol. Only the airport names and ICAO identifiers are shown.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator; 2) at locations designated in 36 CFR or other regulations established by the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways,Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies.FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise Sensitive Areas" defines surface as the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

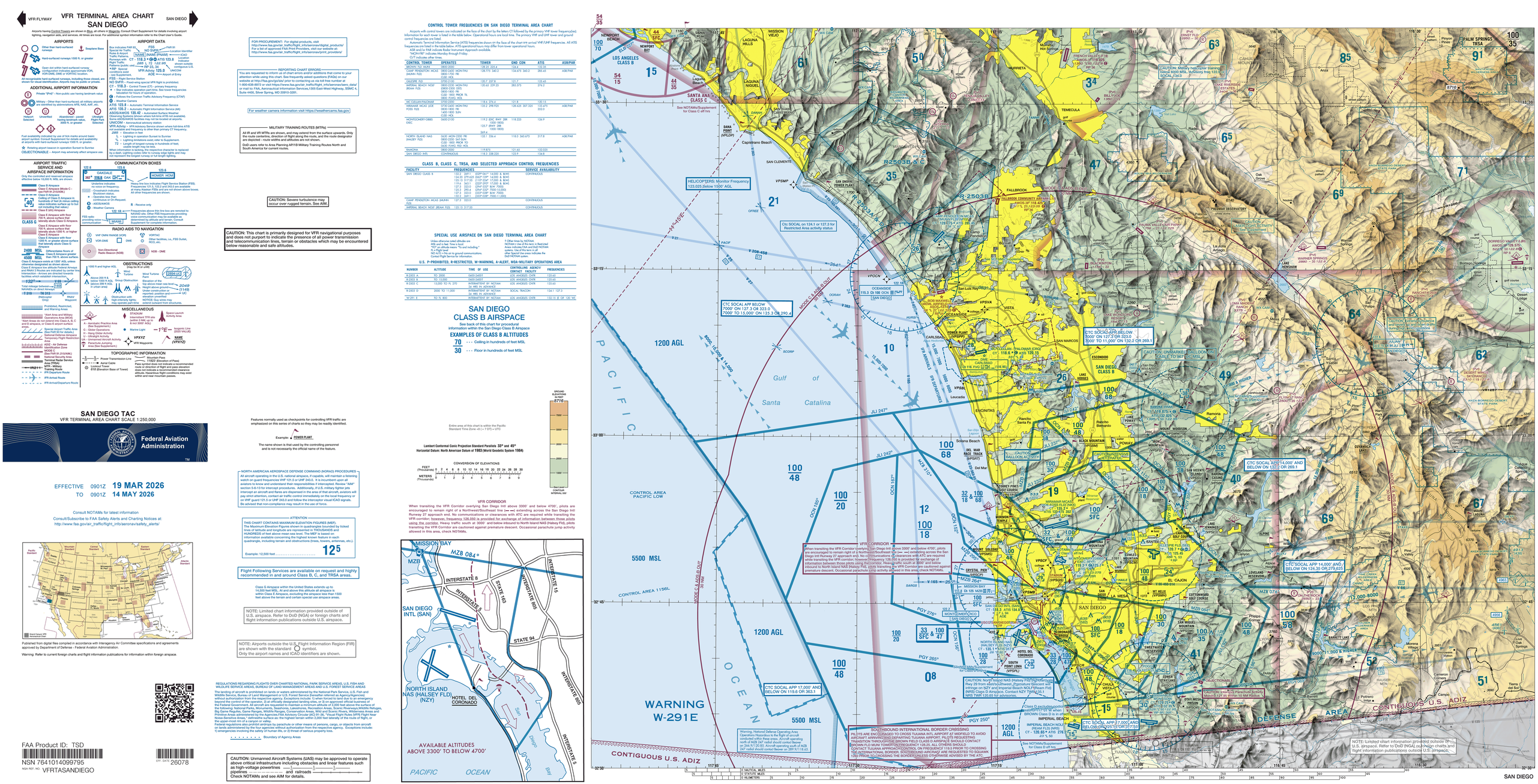
Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

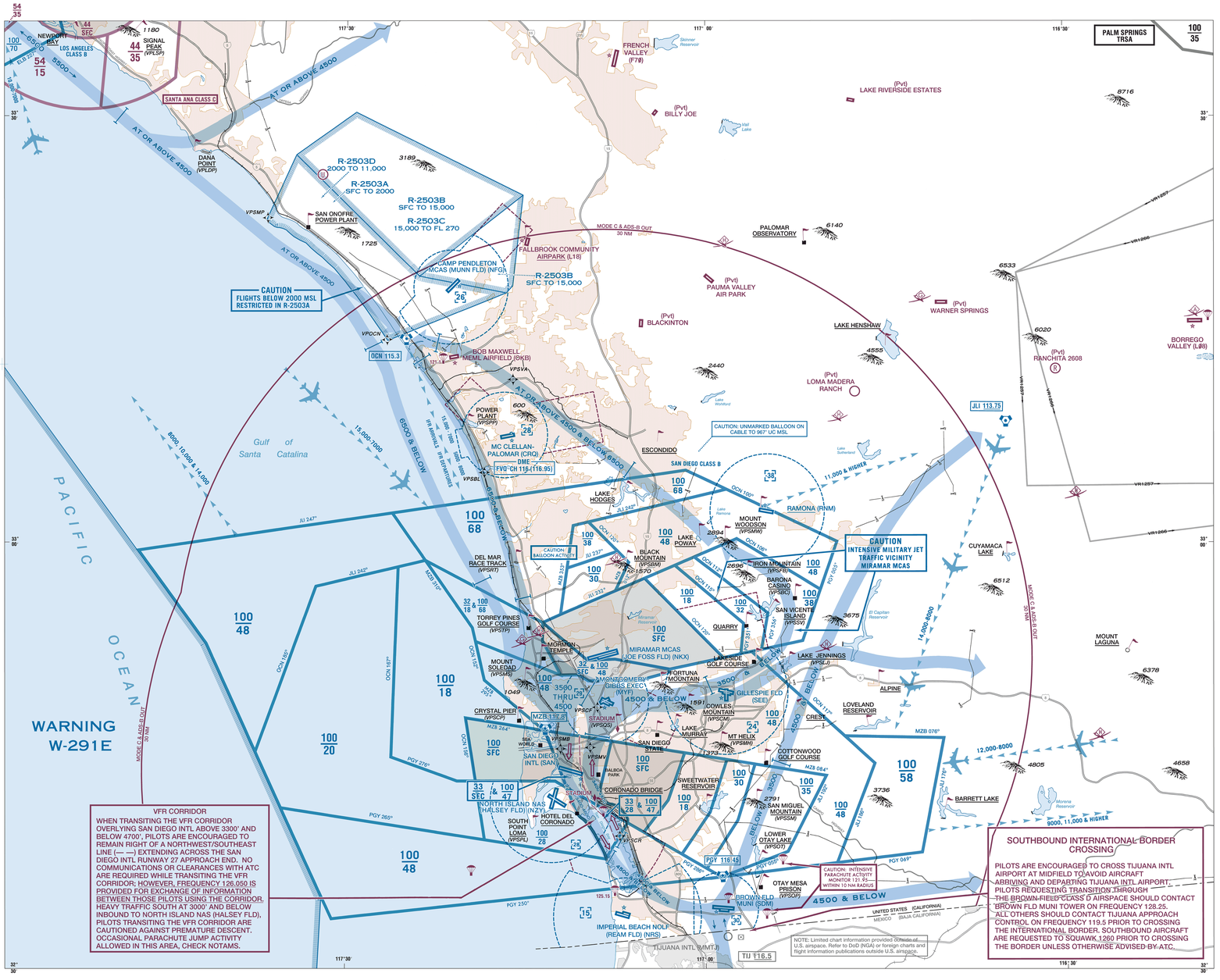
CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, towers, and railroads. Check NOTAMs and see AIM for details.

VFR CORRIDOR

When transiting the VFR Corridor overlying San Diego Intl above 3300' and below 4700', pilots are encouraged to remain right of a Northwest/Southeast line (▬) and extending across the San Diego Intl Runway 27 approach end. No communications or clearances with ATC are required while transiting the VFR corridor; however, frequency 126.050 is provided for exchange of information between those pilots using the corridor. Heavy traffic south at 3000' and below inbound to North Island NAS (Halsey Fld), pilots transiting the VFR Corridor are cautioned against premature descent. Occasional parachute jump activity allowed in this area, check NOTAMs.


CONTROL AREA PACIFIC LOW
5500 MSL
CONTROL AREA 1156L
1200 AGL
WARNING W-291E
CONTIGUOUS U.S. ADIZ
PACIFIC OCEAN
Gulf of Santa Catalina
SAN DIEGO
SAN DIEGO INTL (SAN)
(NORTH ISLAND NAS (HALSEY FLD) (NZY)
HOTEL DEL CORONADO
CORONADO
POINT LOMA
LA JOLLA
LA MESA
EL CAJON
SANTEE
POWAY
RAMONA
ESCONDIDO
VISTA
OCEANSIDE
CARLSBAD
ENCINITAS
SAN MARCOS
FALLBROOK
TEMECULA
MURRIETA
CAMP PENDLETON
SAN CLEMENTE
LAGUNA HILLS
LAGUNA NIGUEL
MISSION VIEJO
NEWPORT BEACH
LOS ANGELES CLASS B
SANTA ANA CLASS C
BANE POINT (VPLDP)
Capistrano Beach
SAN ONOFRE POWER PLANT
R-2503B, C
R-2503A
R-2502
R-2501
CTC SOCAL APP BELOW 7000' ON 127.3 OR 322.0 7000' TO 15,000' ON 125.3 OR 290.4
CTC SOCAL APP BELOW 7000' ON 127.3 OR 323.0 7000' TO 11,000' ON 132.2 OR 269.1
CTC SOCAL APP 14,000' AND BELOW ON 125.3 OR 290.1
CTC SOCAL APP 14,000' AND BELOW ON 124.35 OR 279.625
CTC SOCAL APP 17,000' AND BELOW ON 119.6 OR 363.1
CTC SOCAL APP 3,700' AND BELOW ON 125.15 OR 317.55
HELICOPTERS: Monitor Frequency 123.025 Below 1500' AGL
Ctc SOCAL on 124.1 or 127.3 for Restricted Area activity status
CAUTION: Military helicopter training. Below 4000 MSL. Advisory freq 122.2. SOCAL 134.0
CAUTION: Parachute Jumping Activity Below 5,000 MSL. Advisory freq 122.2. SOCAL 134.0
CAUTION: UNMARKED BALLOON CABLE TO 967' MSL
CAUTION: BALLOON ACTIVITY
CAUTION: Parachute Jumping Activity SFC-10,000 MSL
CAUTION: Unmanned Aircraft Activity Below 5,000 MSL. Advisory freq 122.2. SOCAL 134.0
VFR CORRIDOR
When transiting the VFR Corridor overlying San Diego Intl above 3300' and below 4700', pilots are encouraged to remain right of a Northwest/Southeast line (▬) extending across the San Diego Intl Runway 27 approach end. No communications or clearances with ATC are required while transiting the VFR corridor; however frequency 126.050 is provided for exchange of information between those pilots using the corridor. Heavy traffic south at 3000' and below inbound to North Island NAS (Halsey Fld), pilots transiting the VFR Corridor are cautioned against premature descent. Occasional parachute jump activity allowed in this area, check NOTAMs.
SOUTHBOUND INTERNATIONAL BORDER CROSSING
PILOTS ARE ENCOURAGED TO CROSS TIJUANA INTL AIRPORT AT MIDFIELD TO AVOID AIRCRAFT ARRIVING/DEPARTING TIJUANA AIRPORT. PILOTS REQUESTING TRANSITION THROUGHTHE BROWN FIELD CLASS D AIRSPACE SHOULD CONTACT BROWN FLD MUNI TOWER ON FREQUENCY 135.25. ALL OTHERS SHOULD CONTACT TIJUANA APPROACH CONTROL ON FREQUENCY 119.5 PRIOR TO CROSSING THE INTERNATIONAL BORDER. AIRCRAFT SHOULD REMAIN CLEAR OF THE OTAY MTN PRTR TO THE EAST AND AVOID CROSSING THE BORDER UNLESS OTHERWISE ADVISED BY THE ATC.
Warning: National Defense Operations And Gunnery Hazardous to the Public conducted within these areas. Aircraft operating north of MZB 247 radial should contact Beaver on 264.5/ 120.85. Aircraft operating south of MZB 247 radial should contact Beaver on 289.9/ 118.65
Class D Airspace/Supplemental Information BROWN Class D is in effect
IMPERIAL BEACH NOLF (REAM FLD) (NRS)
CT - 120.65 • ATIS 276.2
23° 5, 05
See NOTAMs/Supplement for Class D off hrs.
Class D Airspace/Supplemental Information Tijuana Intl (TIJ) CT - 119.5 ATIS 118.5 TIJUANA APP/DEP 119.5 118.5 TIJUANA TWR 118.1 TIJUANA GND 121.9
CAUTION: Intensive Parachute Activity Mon-S 5,27,35 Within 10 NM Radius
CAUTION: Parachute Jumping Activity Below 5,000 MSL
CAUTION: Unmanned Aircraft Activity Below 5,000 MSL. Advisory freq 122.2. SOCAL 134.0
NOTE: Limited chart information provided outside of U.S. airspace. Refer to DoD (NGA) or foreign charts and flight information publications outside U.S. airspace.

SAN DIEGO



VFR FLYWAY PLANNING CHART
SAN DIEGO
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR — DLG 138.8
VORTAC — PPS 121.8
VOR-DME — KIP 110.7
NDB — OCW 262
NDB-DME — RMW 320
DME — PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class B/C Surface Area
Prohibited, Restricted, and Warning Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Examples of Class B Airspace Altitudes
70 — Ceiling in hundreds of feet MSL
30 — Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

Suggested VFR Flyway and Altitude
2600 / 6700

OBSTRUCTIONS (Selected) (may be lit or unlit)
2049

MISCELLANEOUS Navigation Reference Point
N39° 56.32' W120° 36.91'

TOPOGRAPHIC INFORMATION
12256 — Mountain Top or Peak and Spot Elevation

NOTE: REFER TO CURRENT MEXICAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN MEXICAN AIRSPACE

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE SAN DIEGO AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B/CLASS C AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B/CLASS C AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE SAN DIEGO AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

SAN DIEGO CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d), or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the San Diego Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.